

# THE TRANSFORMER

## CONGRATULATIONS TO NEWEST TRANSPORTATION CHIEF MASTER SERGEANTS



It's a great pleasure for the Director of Transportation, Brigadier General Saunders and her staff to extend their personal congratulations to the newest Transportation Chief Master Sergeants. Selection to the top enlisted rank, "Chief," is a tribute to their professionalism and leadership. Well done!

Carpenter, Robert A.  
Chatfield, Stephen  
Cloutier, Steven M..  
Coleman, Clifford R.  
Copeland, Thomas J.  
Cook, Fredrick

Drumheller, Dan A.  
Eisele, Paul J.  
Hnidy, Michael P.  
Johnengen, James M.  
Kahn, Mary E.  
Leon, Jorge

Medders, Ernest F.  
Pratt, Garry D.  
Robinson, Carolyn Y.  
Stewart, Kenneth R.  
Tafe, Walter J.  
Walker, Dreddy L.

### A FOND FAREWELL

A mainstay of the transportation community bids farewell. Mr. Theodore (Ted) Grier retired 3 Jan 98 after 40 years of combined military and civil service. When asked about his plans for the future, he replied, "I plan to not turn the alarm clock on anymore." You will be missed Ted

### TRAFFIC MANAGEMENT

Third Party Billing (TPB) A personal view from the test bed RAF Lakenheath.

We have some quirky sayings here in England like the phrase "spot-on" meaning the action

taken could not have been done any better, any way, any how. I would like to say TBP was "spot on" during our test of the new system, and for the most part I can. As I cover implementation, actual use, and the billing system, I will describe what happened here at the Liberty Wing in hopes of informing others of what is on the road ahead as TPB becomes an Air Force standard.

The implementation message worked well for us as we have one dominant carrier and are not an I2P base. A 10 minute briefing to the troops, a carrier's agent who was besides himself

at the thought of expanding market and we were ready to ship. The carrier software was an easy database change that was accessed by using the old billing codes to find all of the shipping destinations we had previously shipped to via TPB before the centralization of payments. The briefing and database change occurred within hours of being directed to start the test. The only problem we could see was the threat of making the bases pay for the mistakes they create.

To our terror we did make a couple of mistakes, but we fixed them before the bill was sent to

the central AFMC office. Or so we thought while we actual used the TPB centralization system for the first month. We sped along thinking this was the greatest system ever devised because of the speed we could process shipments and because the carrier had an even more focused attitude than ever before. During this time, the carrier upgraded our software to give us the ability to create different types of AWBs while providing new hardware to include a laser printer and a thermal label maker. These improvements, coupled with our new tenders, which had only arrived weeks before, expanded our ability to use the carrier's services up to 1,500 lb. The truth be told, everything was not coming up roses. I can't run through a list of positive items unchecked without at least mentioning the growing pains we experienced that first actual month of use.

Speed unchecked can and in fact did lead to some of our problems. We did not gear up, we just threw it in high gear and sped off doubling maybe tripling our outbound loads. Our first problem was the expanded tender. The carrier did not provide large enough vehicles for all of our cargo. A problem that was doubled because RAF Mildenhall was expanding with this tender and also putting extra strains on the carrier. A temporary hiccup for sure but something to think about. Also large loads of cargo requires more time to process. Where

we would have liked a 1600 hour pickup we had to settle for 1500 because of the realization that it was just not physically possible to make the trip to the airport in less time. The second problem arose not from the carrier but from our own customs officials that demanded a "Return of American Goods Declaration" on cargo that was returning to contract venders. Another piece of paper a couple of signatures and again we were off to the races. But only to run into another road block. The proper identification of cargo. We have tried everything up to and including Fedlog which describes the property in exacting detail. On some of our cargo all of our efforts to appease the American customs inspector failed and the property was returned to be shipped out via AMC. This has been partially fixed by including a simple statement stating "military to military shipment" or "military to contractor shipment." The third and last problem was only discovered after many hours of poring through the carriers time in transit reports. We discovered more than 70 pieces of cargo did not arrive within the carrier's tender of service requirements. We have now decided to provide this list to AFMC so the failure of service can be documented and action taken to recoup moneys owed for failure to provide required service before the bill is paid.

Billing, the last major topic, can be summed up pretty easy.

AFMC seems very thorough. As I mentioned earlier we discovered that we had made some mistakes and had taken corrective actions to solve the problem. I can tell you that AFMC found all the mistakes. So the moral of the billing story is, if you make a mistake, AFMC is going to find it. But, and isn't there always a but. AFMC has identified many errors that turn out unfounded after a little research. We think there may be a problem with the transmission of information because we can prove with the carriers shipment list that we did provide all the required information. Not only are the false errors a pain in the neck, they waste time.

Let me sum up our experience using the one factor that overrides all others for most TMO's, Time. The implementation was quick and easy, the actual use phase proved quicker than ever, while the billing added a little work that we could have done without. From my point of view I think the first two factors outweigh the last one by a metric ton and would recommend your total support of this program

POC: TSgt THOMAS E. WALLS  
Traffic Manager  
RAF Lakenheath

#### **Contractor Passenger Travel Information**

The General Services Administration (GSA)

implements cost-saving initiatives to reduce the cost of Federal Travel, both through contractual arrangements and negotiated rate agreements with private vendors. The individual contracts or agreements between GSA and the vendors determine whether contractors are eligible to utilize the travel cost savings programs. The term contractor(s) means: a. Contractors working under a cost reimbursement contract; and b. Contractors working for the Government at specific sites under special arrangements with the contracting agency, and which are completely Federally funded (e.g., Government-owned, contractor operated (GOCO), federally funded research and development (FFRDC), or management and operating (M&O) contracts). These contracts provide for very limited access by government contractor personnel. Airlines currently offering government contract fares to cost reimbursement type contractors, government-owned, contractor-operator (GOCO) Management and Operating (M&O) and Federally Funded Research and Development (FFRDC) Contractors are American Trans Air, Western Pacific, and Reno Air. American West Airlines offers fares to GOCOs, FFRDCs, and M&Os only.

POC: MSGT Pat Cisneros  
ACC/LGTT  
Langley AFB VA  
DSN: 574-2639 FAX: 574-0508, Com'l: 77-764-3629

pat.cisneros@langley.af.mil

#### **Hydraulic Fork Positioner**

The 4k Hyster forklifts being purchased by the Air Force do not have the capability of hydraulic fork positioner. The operator is required to dismount the lift and manually spread or close the forks for various size loads. A hydraulic fork positioner kit, model number 55E-HS-A041, is available from Hyster or their authorized repair centers. These kits mount on the 4k lift in existing slot and enable the operator to spread or close the forks from the drivers seat, greatly reducing the loss of man-hours and eliminates the potential for back injuries that exists for the manual method. Suggested source is Brungart Equipment CO., 1-800-443-5258. The cost is approximately \$4500.00.

POC: Mr. Jimmy Boles  
Packing and Crating Supervisor  
Eglin AFB FL  
DSN: 882-5279, Ext 340

#### **POV Shipments To Araxos AB, Greece**

In the past 6 months, more than 20 incoming personnel to Araxos have erroneously been told by their losing TMOs that they were not allowed to ship POVs to this location. THIS IS FALSE INFORMATION. All members assigned to Araxos are authorized to ship a POV, including those with a Follow-on or Home Basing assignment. A great deal of unnecessary communication between Araxos personnel and the losing TMOs

has occurred as a result. Numerous personnel being sent to Araxos have had orders delayed up to the week of their departure while they waited for this matter to be cleared up. Many have arrived at Araxos who need their POVs but are unable to have them prepared for shipment after the fact. Please consult the Consignment Guides for accurate information.

POC: MSgt Marvin Hagan  
HQ USAFE/LGTT  
DSN: 480-6327  
marvin.hagan@ramstein.af.mil

#### **Movement Of Classified Shipments Via General Services Administration (GSA) Contract Carrier**

Just as a reminder to our Transporters, TMOs may not ship classified property to APOE/APODs or to any overseas destinations, via GSA commercial contracts. SECRET and CONFIDENTIAL shipments may be moved only within CONUS, provided all restrictions and processes are complied with. Additionally, next day delivery is required and carriers must not be told the shipment is classified.

POC: MSgt Marvin Hagan  
HQ USAFE/LGTT  
DSN: 480-6327  
marvin.hagan@ramstein.af.mil  
**A Dynamic Team Active Duty, Reserve, and the Air National Guard**

Have you ever felt there just weren't enough people to "get the TMO job done" because of

manning levels, unexpected emergency leaves, workload surges, or TDY tasking? The Air Force adage of “doing more with less” has pretty much dwindled away with current government cutbacks, force reductions, and base realignments. In the past 7 years, the active force has been stretched to its limit and often times just doesn’t have sufficient manpower to meet mission expectations. Would you like some assistance?

Our Lackland Individual Mobilization Augmentees, Kelly AFB Unit Reservists, and Air National Guardsman have been an excellent manpower resource to augment our active duty units during extremely high ops tempo and critical personnel shortages. I can attest to this because the 37th Transportation Squadron, Traffic Management Flight utilized the services of nine reservists during their busiest year ever. These reservists provided over 250 man-hours to our TMO efforts during the summer—our most critical period. Their operational support and teamwork in unison with active duty personnel, ensured that our Traffic Management Flight was able to meet all mission requirements and receive an “Excellent” rating on our 1997 Quality Air Force Assessment

How do you get these “total force” members to augment your unit?—easy! Your first step is to contact your local IMA Administrator’s Office (IMAAO.) The IMAAO is

available and responsible to assist you in obtaining MANDAY support. A request for MANDAY support, signed by your commander or designated representative, should identify your needs, expected time for support, total number of MANDAYs needed, specific skills or AFSCs required, and other specifics concerning when individuals are required to work (example, Mon-Fri, excluding holidays.) If you already have particular individuals in mind to provide you the support you need, then an AF Form 49, Application for MPA MANDAY tour should be attached to your request.

The IMAAO will coordinate your MANDAY request with the base Air Reserve Management Officer and forward it to your servicing Reserve Affairs Headquarters for final approval. It is best to provide as much time as possible when requesting MANDAY support to allow time to locate individuals with the required skills you need. Knowing your IMAs and their availability for MANDAY support is important. If you’ve used reservists or guardsmen for MANDAY support previously and can provide a name with your request, it expedites the process.

We have found the local reserve and guard units to be eager to help and very productive. They are an excellent source of manpower that can be tapped-into to get you through your rough periods.

POC: TSgt Tommie Garcia  
37 TRNS/LGTT  
Lackland AFB TX  
DSN: 473-3008

### **What is DLA?**

As Air Force Transportation Officers, most of us have no direct contact with the Defense Logistics Agency (DLA). In fact, many of you may not know what DLA is or what it does! DLA’s mission is to provide support to the armed forces, in peace or in war, and assist in relief efforts during national emergencies. More simply, DLA is a combat support agency that provides materiel and supplies to the Air Force and other services. For example, DLA supports weapons system and other equipment through the acquisition life-cycle. This support begins with joint planning with the services for parts for new weapon systems, extends through production, and concludes with disposal of materiel that is worn out or no longer needed. Additionally, DLA provides supply support, contract administration services and technical and logistics services to every part of the military.

As an Air Force officer you may ask, “What is my involvement with DLA?” DLA manages the distribution sites at all service depots. They are the main shipping agents responsible for getting your items to your base when you need them. At the Air Force Air Logistics Centers, DLA is responsible for

receiving, storing, and shipping items to user-defined locations.

DLA has partnered with the Air Force and other services to actively pursue new and innovative logistics solutions in response to customer needs. These initiatives, including deferred air, direct shipment overseas and dedicated trucks, directly affect many shipments to USAF bases. DLA's focus is to provide the service you want and to get the items there when you need them. Many of DLA's initiatives place emphasis on reducing inventories by decreasing the transportation pipeline.

Distribution is just one component a of what DLA does. However, it is the area that I thought most Air Force transportation officers would want to know more about. DLA also is responsible for the supply management of commodities such as fuel, food, clothing and medical supplies. They perform Contract administrative services for the services as well as other federal agencies. These and other functions are accomplished with more than 48,000 civilians and military personnel worldwide, in facilities ranging from supply centers, to in-plant residences with defense contractors, to property reutilization offices. DLA is truly your wholesale Defense Shopping Network. DLA works to serve their customers "Around the Clock, Around the World" and beyond.

POC: Lt Col Lynn M. Morley

DDWG-T

Robins AFB GA

DSN: 468-6083

Lynn.Morley@smtp.ddre.dla.mil

### **Firearms Prohibited IN HHG Shipments to UK**

Handguns to the United Kingdom are strictly prohibited. Please advise all TMO personnel, all HHGS carrier agents, DPM contractors, and all of your UK bound members that effective 1 Oct 97, shipments of all handguns to the United Kingdom are strictly prohibited. This is British law (not a DOD-imposed restriction). At minimum, the handguns will be confiscated, and violators may face prosecution. Please ensure your personnel are aware of this prohibition. Handguns are a particularly sensitive issue in the UK. Further, please remind all concerned, including carrier industry representatives, that when firearms, other than handguns, are authorized for shipment, all firearms must be stowed in container number one (#1) and as close to the door of the container as possible, regardless of shipment destination.

POC: MSgt Robert Lewis

3 AF/LGTT

DSN: 238-3612

robert.lewis@mildenhall.af.mil

### **POV Storage**

Because of the new entitlement for storage of a privately owned vehicle for people TDY or PCSing, TMO personnel at

Eglin AFB came up with a great idea to better serve the member. They established a Blanket Purchase Agreement (BPA) through the Base Contracting Office to store vehicles. By establishing a BPA, members desiring to store their vehicles have the option to store their vehicle with 1 of 3 listed contractors, all meeting certain safety requirements.

The member doesn't have to worry about finding a location to store the vehicle and in some instances, the contractors offer pickup service. In addition, the member doesn't have to worry about paying the contractor up-front and filing for reimbursement because the Traffic Management Office pays storage costs monthly. so you see, there is very little for the military member to worry about. For more information, please feel free to contact Mr. Murphy at DSN: 872-8686 ext 323 or (850)882-8686 ext 323.

POC: MSgt Derrick M. Candler

Eglin AFB FL

DSN: 872-8686

### **DITY Move Self-Help Work Station**

We implemented a self-help DITY work station to assist our customers in processing completed DITY moves. The steps that lead us to create the work station follow: we had a full time civilian employee that processed all completed DITY moves. This process averaged from 10 to 15 minutes per

person. She completed all the paperwork for the member and ensured everything was complete before they left. Customers would have to wait until she completed the previous customer's paperwork before assisting them. Each customer would wait an average of 15 to 20 minutes to be seen. She processed the paperwork and forwarded to finance once a week. When the civilian slot was cut, we no longer had someone full time to process DITYs. We came up with a quick fix by letting our counselors see customers in between appointments. This didn't workout due to the limited time available to the counselors and increased waiting time to 30 minutes or more. There was only enough time to forward the paperwork to finance once a week. This was unacceptable to the customer and overloaded the counselors. We had to find a better way.

We assembled an action team to assess the problem. We looked at how the work was being accomplished, and surveyed our customers. We implemented a self-help work station, providing necessary forms, examples, and complete instructions to the customer. We set up the work station in our customer waiting area with two desks, chairs, calculators, pens, paper, folders and drop box. We assigned one counselor to process all DITYs, and deleted two afternoon appointments to allow her to

complete the DITYs. We surveyed the customers to find out how the process was working. We received some suggestions on how to improve the process and implemented a few of them. Most of the customer comments were positive. We added a locked box to drop completed paperwork and a computer to help calculate their incentives once they completed their move. Since there are two desks, customer waiting time was reduced to less than 5 minutes. In most cases there is no waiting time. The counselor checks the drop box throughout the day and after processing, forwards to finance twice a week. We again surveyed our customers after making changes and found more favorable comments.

Some of the benefits of this process are.

1. Reduced customer waiting time to almost zero.
2. Allowed us to process the paperwork at a more convenient time.
3. Completed paperwork is processed and forwarded to finance at least twice a week.
4. Increased productivity by rearranging the workload.

POC: TSgt Kowaleski  
Little Rock AFB AR  
DSN: 731-6599.

### **Group Do-It-Yourself (DITY) Move Test**

As you may remember, last year, the Air Staff directed everyone to discontinue

arranging group DITY moves until further guidance could be provided. Research showed the latest guidance or instruction pertaining to group DITY moves was a Jan 1986 Air Staff message. Message traffic and DITY directives since 1986 have not addressed group moves.

The group DITY presents several benefits to AF members. The most significant aspect is being able to share the cost of expenses, which increases each member's profit portion of the incentive. Sharing rental expenses or privately owned trucks will increase the opportunity for more members to make a DITY move. This is keeping in line with the OSD initiative to find ways to increase the use of the DITY move program.

As the OPR for AFI 24-501, the AF DITY Instructions, Air Staff tasked HQ AETC/LGTT to develop and test group DITY move procedures. Procedures were developed, coordinated, and distributed to all AETC bases for a 6 month test, 1 Nov 97-30 Apr 98, to be conducted only between AETC bases. Both origin and destination bases are required to report group move data, including a completed customer questionnaire. The test data will be analyzed and reported to Air Staff who will weigh the benefits to the member and impact on the TMOs. The success of the program within AETC will determine if AF wide implementation is warranted.

POC: Ms. Mary Hall  
HQ AETC/LGTT  
Randolph AFB TX  
DSN 487-4776

### Statement of Loss or Damage

Another reminder to the MAJCOMs and TMOs as to the importance of the DD Form 1840/1840R, Joint Statement of Loss or Damage at Delivery/Notice of Loss or Damage. Recently, the Air Force Legal Services Agency Office (HQAF Claims) has received numerous calls alleging Air Force TMOs are not accepting the DD Form 1840s/1840Rs from the base claims office. The completed DD Form 1840/1840R is the primary source document used by the Transportation Officer (TO) to develop an estimated dollar value as to loss/damage sustained to a member's property during a move. In order for the origin TOs to fully evaluate a shipment, there must be feedback from the destination TOs. It is the responsibility of the destination TOs to collect from the local claims office all DD Form 1840/1840Rs submitted, and in turn forward to the origin TOs. It is imperative that the destination TOs comply with the above requirement, in order that the origin TOs can properly evaluate carrier performance. Continued compliance with the timely submission of the DD Form 1840/1840Rs, will enable the origin TOs to provide immediate

feedback to the carriers and better service our customers.

POC: Lt Col Burgess  
USAFR  
HQ USAF/ILTT  
AF Pentagon, Wash DC  
DSN 227-1078

### CAT B Ridership Improvement

As many of you are aware, we're continuing to collect ridership data from the MAJCOMs in an effort to improve Cat B aircraft utilization. Brigadier General Saunders, AF/ILT, and Lieutenant General Hallin, AF/IL, are routinely briefed on this subject and are committed to improving ridership. We truly appreciate your help on this important issue.

We intend to collect, chart, and analyze the ridership data over the next year and are fully aware that we need help from you if we're to be successful. Your monthly data along with your analysis of problems and recommendations for improvement are vital to this effort. We intend to partnership with you and USTRANSCOM in developing realistic solutions to problems. While our collective goal is increased utilization, we fully recognize that we must improve service and reliability as well. To accomplish this, we want to work with USTRANSCOM in the development of meaningful metrics that will provide feedback on the quality of Cat B service. Ultimately, we hope

this effort will identify improvement areas that can be fixed, resulting in better customer service.

Based on current inputs, we've made progress in determining the "real story" on Cat B utilization. For example, we found that over the last several months as ridership went up, the seats purchased climbed as well. So, if nothing else, we know that we need to get a handle on this issue—an issue Brigadier General Saunders has already discussed with USTRANSCOM. From some commands we have seen questionable reasons for non-use of CAT B. For example, commanders are approving commercial travel for some of their people, citing the reason as "commander approved." We don't want our TMOs second guessing commanders, but we need more specific information in the reports on why commanders are making these decisions. Without that data, we'll likely overlook some of the contributing causes of low ridership.

USAFE recently shared some valuable comments with us on this issue, much of which we will be asking USTRANSCOM to review and comment on. We appreciate their time and effort in providing this data and ask the other commands to provide us with similar input. Your contributions are vital if we're to make intelligent recommendations to improve CAT B ridership.

To wrap it up, we appreciate the time you're taking to assemble the monthly reports and the comments and recommendations received. We know it's a real effort, but necessary if ridership and associated services are to be improved.

POC: Mr. Jerry Lonsway  
HQ USAF/ILTT  
AF Pentagon, Wash DC  
DSN: 227-9560  
lonswayj@af.pentagon.mil

### **DITY News**

In recent months the Military Services have been discussing the pros and cons of increasing the incentive for Do-It-Yourself (DITY) moves from 80% to 95%. Many rumors are circulating and articles have appeared in several newspapers portraying this increase as an already approved change. In actuality, this increase has not yet been approved as a change to Vol I, Joint Federal Travel Regulations (JFTR). What has been approved is the authority for the Army to conduct a "test" to collect cost data and determine what affects, if any, the increase will generate.

In Jan 98, the Army will launch their test program using the proposed increase for Army members performing DITYs for their PCS moves. This pilot program is OSD directed and is scheduled to run from Jan 98 thru March 99. The test will apply to Army members only.

Air Force Personal Property Shipping Offices should be prepared to assist any Army

members who may visit their offices and request DITY services. The TOPS Program Management Office at Fort Belvoir is currently in the process of modifying the existing DITY program in TOPS that will allow the increase for Army participants (PCS only) to be computed automatically. We will provide future information as it occurs.

POC: Angie Wilson  
AF/ILTT  
AF Pentagon, Wash DC  
DSN: 227-1078

### **GBL Metrics for Cargo**

In June 1997, AF/ILTT tasked the Joint Personal Property Shipping Office, San Antonio, to develop metrics on the electronic payment process of freight Government Bills of Lading (GBLs). The metrics are provided to CONUS MAJCOMS and measure the effectiveness of the Electronic Data Interchange (EDI)/GBL interface.

Performance measurements are taken from all Air Force sites transmitting EDI GBLs through CMOS or their CONUS Freight Management Field Module (CFM-FM). However, GBL totals are only taken from the eight carriers currently participating in the DoD Systems Integration (II) test and do not include Guaranteed Traffic GBLs.

The main purpose of the metrics is to reduce the number of uncoded GBLs received at CFM and determine the effectiveness of correct initial

submissions. Two examples of the metrics we provide to MAJCOMS are MONTHLY ERROR-TYPE REPORT and TOP FIVE OFFENDERS. The monthly report provides an overview of the reasons why GBLs were uncoded for that month and the top five chart identifies Air Force activities who have experienced the majority of GBL errors.

Since beginning this initiative, we've noticed most errors occur with the use of invalid/expired tenders. It appears some bases are not using CMOS or CFM-FM when booking shipments. Rather, they're referring to paper tenders that have either expired or were updated by the carrier. Please keep in mind carriers are required to notify you when they change/update their tender. You should report problem(s) with carriers failing to provide updates to MTMC.

To assist you in the future, we requested CFM provide World Wide Web (WWW) access for carrier tender/rate information. Eventually, we'd like the web site to include the capability to cost GBL shipments similar to what is available through CMOS and CFM-FM today. Although no easy task, this process has the potential to significantly reduce the number of GBL errors against Air Force activities.

Until future changes occur, we recommend all bases use CMOS or CFM-FM when booking shipments. With everyone's assistance, we should continue



to see improvements with our EDI/GBL transmissions.

POC: MSgt Bruce DeSoto  
AF/ILTT  
AF Pentagon, Wash DC  
DSN: 227-4742/43  
desotob@af.pentagon.mil

### **Report of Shipment (REPSHIPS)**

Does anyone like doing REPSHIPS? If, as I suspect, the thought of doing one on SARA-Lite can really make your stomach turn. I have news that will help clear up that indigestion and also insure time frames for reporting shipments are met. We here at the Liberty Wing have unearthed what we think is close to the ultimate solution to automate the process of doing REPSHIPS. Recently while typing information into SARA-Lite we discovered a pattern of REPSHIPS that were going to bases that have CMOS. We asked ourselves, "Why are we typing these things when CMOS is suppose to do all of the work?" We decided to open up the "Maintain Communication Addressing screen." Here we found that the primary DODAAC (example FB5587) for bases had an IP address. Other commonly used DODAACs like FV and FK did not have an IP address and we had to produce them manually. We added the IP address of the FB, to the FV, and FK DODAACs into the CMOS system. Before we proceeded, we called Gunter and got the

OK. It seemed to work. We have not had to do a REPSHIP manually in a couple of months other than the really different ones like those to civilian companies and other branches of the Government. It may not be the ultimate solution to doing REPSHIPS, but it sure does cut down the number of times we have had to produce them manually.

POC: MSgt Marvin Hagan  
Command Traffic Manager  
USAFE/LGTT  
Ramstein AB, Germany  
DSN: 480-6327  
marvin.hagan@ramstein.af.mil

### **Distribution of DoD Regulation 4500.9-R, "Defense Transportation Regulation" (DTR), Parts I, II, and III and Rescission of Stand-alone Regulations**

The first three parts of DoD Regulation 4500.9-R, "Defense Transportation Regulation," are now available in hard copy, CD ROM, and on the internet.

Although USTRANSCOM made initial courtesy copy distribution, action should be taken with your publications support section to ensure your office is on pin point distribution for the DTR. Additional copies can be obtained through Service publications channels and through:

- The Defense Technical Information Center (DTIC), (AD # a327788) 8725 John J. Kingman Rd, Ft. Belvoir VA 22060-6218.

- The DTR also has gone high tech! It can be accessed through the internet at: <http://ustcweb.safb.af.mil> (all in lower case). Once the web site is accessed, click on "organizational pages;" click on "j3/j4;" click on "DTR," and then click on desired part. NOTE: Although Parts I and II were loaded using Acrobat II, Part III was loaded in Acrobat III and cannot be read in Acrobat II. Due to the size of Part III, additional time is required to download to your screen--be patient, it will appear. Forms can take 2-3 minutes each to download.

- CD ROM can be requested through DTIC or by preparing a DD Form 282 and sending it to the Defense Automated Printing Service, 901 South Drive, Scott AFB IL 62225. Cost of a single CD is \$20 and cost of 50 or more is \$4.50 per CD. However, by submitting CD requirements through DTIC, the less than 50 requirement cost may be reduced since DTIC can consolidate requirements to receive the volume discount.

By USTRANSCOM TCJ4-D message dated 211549Z Aug 97 subject: Distribution of DoD Regulation 4500.9-R, "Defense Transportation Regulation" (DTR), Parts I, II, and III and Rescission of Stand-alone Regulations, USTRANSCOM, TCJ4-AD advised the Services, DLA, USTRANSCOM TCCs, and unified commands of the rescission of the stand-alone regulations addressed in the DTR Action Plan, dated 11 Aug

94. The Services also were requested to take appropriate action to remove these regulations from their inventories.

Exception to the above is the return of OPNAVINST 11210.1B, AFR 75-88, AR 55-80, MCO 11210.2C, DLAR 4500.19, "Highways for National Defense" to the Army for update, and retention of DoD Regulation 4500.24-R, "DoD Personal Property Traffic Management Regulation" (PPTMR). The PPTMR will remain in effect until completion and release of Part IV, Personal Property.

POC: Mrs. S. Owenby  
TCJ4-LTP  
DSN: 576-1985  
Com'l: 618-256-1985

#### VEHICLE OPERATIONS

##### 98 Honda Civic GX Ultra Low Emission Evaluation

During the week of 15 Dec 97, I had the opportunity to evaluate the new 98 Honda Civic GX Ultra Low Emission Vehicle (ULEV). Lone Star Energy Company of Dallas, Texas, represented by Mr. James Shick offered the vehicle to the 301 Fighter Wing for evaluation. The car is the latest in dedicated natural gas powered vehicles designed primarily for fleet customers who are required to purchase alternative fuel vehicles.

The appearance of the four door sedan is identical to any other 98 Honda Civic. The same applies to driving the car.

If you didn't notice the small blue Compressed Natural Gas (CNG) decal located on the back of the car you wouldn't realize the car was fueled by CNG until it was time to refuel.

The car came equipped with an automatic transmission, air conditioning, cruise control, power steering and electric windows. Engine performance around town and at highway speeds meet or exceed my expectations. The CNG fueled engine produces more horsepower (110 vs. 106) than the gasoline-powered Civic LX. The car features a lightweight gas tank located in the trunk of the vehicle. The trunk space is drastically limited due to the tank size. This should not be a problem for most fleet users where the trunk is rarely used.

I found the fuel range to be in the 185 to 200 mile range which is more than adequate for our needs. When the car required fuel, I traveled 12 miles east of the base to a public CNG quick fill station (\$0.79 per gallon gasoline equivalent). I located two other public CNG quick fill station within 20 miles of NAS JRB Fort Worth. The self-service refueling procedure was simple and quick with the provided credit card.

During a demonstration ride with the 301 FW Transportation Officer, he asked if I would purchase the car for my personal use, to this I answered no. I want to be clear about my answer, the reason wasn't because I didn't enjoy the car, it pertained to the availability of

quick fill CNG stations in my area. For use as a fleet vehicle within the Air Force, I am convinced the Civic it would be a positive enhancement to the existing inventory. As CNG stations become more accessible in the future I look forward to driving a CNG vehicle like the Honda Civic.

POC: Mr. Mark Floyd  
301 CEV  
Robins AFB GA  
DSN: 739-6255

#### AERIAL PORT OPERATIONS

October 31, 1997 was more than a day of trick-or-treating for several logistics personnel in USAFE. On that day, the USAFE Air Mobility Operations Control Center (AMOCC) was officially activated at Ramstein Air Base, Germany, consolidating all theater air mobility command and control into a centralized center with a commander.

The AMOCC is a field operating agency of the Headquarters USAFE Director of Operations. It is a single, focused team for integrating theater and strategic operations to efficiently and effectively accomplish USAFE's theater air mobility mission and ensure seamless global mobility with Air Mobility Command (AMC). AMOCC is made up of over 70 personnel and consists of three divisions: Plans and Operations, Execution, and Logistics.

The Plans and Operations division (XOP) accomplishes air mobility planning in conjunction

with European Command (EUCOM), AMC's Tanker Airlift Control Center (TACC), USAFE air mobility forces, Department of Defense, and Allied customers. They process airlift, air refueling, aeromedical evacuation, organizational support, exercise, contingency, Joint Airborne/Air Transportability Training, organic, and Special Assignment Airlift Mission requests and requirements. They also interface with AMC's strategic mission operating in the EUCOM area of responsibility to ensure maximum effectiveness and seamless support to the EUCOM CINC.

XOC, the Execution Division, is the single point of authority for USAFE-assigned and attached air mobility forces while in execution of an AMOCC tasking. They maintain a continuous liaison with AMC TACC and provide a 24-hour contact for air mobility customers, tasked units, and aircrews.

The Logistics Division (XOL) is led by Lt Col Wayne Byron. It is staffed by 15 logisticians from a variety of logistics career fields, including air transportation, aircraft maintenance, and logistics plans. It is comprised of three branches: Logistics Operations, Aerial Port Operations, and Maintenance Recovery. Its role is to support the other divisions in the AMOCC with real time data on logistics plans, aerial port and aircraft maintenance status at various locations

throughout the European theater.

Logistics Operations provides long-range logistical planning for USEUCOM, CJCS, and Partnership for Peace exercises involving theater air mobility assets. The element also coordinates its efforts with logistics agencies in AMC to fully integrate strategic and theater airlift.

Aerial Port Operations is responsible for monitoring theater cargo and passenger backlogs to ensure requirements are moved by the most efficient, economical and expedient means available and provide another link in the in-transit visibility and total asset visibility processes. They identify air terminal requirements (i.e., personnel and MHE) to support theater contingency and exercise locations where no AMC aerial port capability exists. They also plan, schedule, and task the USAFE mobile aerial port element to support theater air mobility requirements.

The Maintenance Recovery element provides 24-hour logistics support to USAFE and USAFE-gained tanker and mobility aircraft away from home station. The element tasks USAFE units with recovery actions to include maintenance recovery teams. In addition, the element may provide support to AMC aircraft in the theater when requested by TACC. Next time you are at Ramstein, stop by and see us.

POC: Lt Michele Hall

HQ USAFE AMOCC/XOL  
DSN: 480-4146 or 7166  
USAFEAMOCC.XOL@ramstein.af.mil.

### **Reserve Aerial Porters In Action**

As the active duty forces continue to shrink and the tempo continues to grow, the Reserve components become ever more vital to the Air Force mission. Nowhere is this more apparent than in the Aerial Port world. The statistics for FY 97 are in and the growth of Reserve augmentation during the past several years has been phenomenal. In 1994, the Reserve performed 4,000 Military Appropriation Authority (MPA) mandays worldwide. This number jumped to 10,000 in FY 95, then tripled to 30,200 in FY 96. This past year, the MPA days leveled at just over 29,900. These were all volunteers, many who have full time civilian jobs, yet readily respond to the call to duty. Another interesting fact is that these days were done by approximately 750 personnel, roughly 10% of the total Reserve Aerial Port force.

Our Reserve aerial porters deployed worldwide to nearly every contingency and exercise involving the USAF. They performed beside their active duty counterparts under all conditions, and in all functional areas including Ramp Services, ATOC, Fleet Service, Special Handling, and Passenger Service operations. This total integration is the definition of

“Total Force” and will continue to form the core of the Air Force aerial port capability. This growth in Reserve augmentation illustrates how important the annual tour training is in preparing and maintaining mission readiness. The trend shows no signs of slowing. For the first two quarters of FY98, the Reserve has been asked to support 14,093 MPA mandays.

POC: Mr. Gene Thompson  
Robins AFB GA  
gene.thompson@afrc.af.mil

#### COMBAT READINESS

##### **Air Combat Command Manday Requirements**

A listing of the Air Combat Command Transportation manday requirements for Air Force Reserve/Air National Guard Manday personnel can now be found on the ACC/LGT Home Page. These requirements are updated every 2 weeks and contain instructions as to how reserve component members can volunteer for stateside and overseas requirements. Most requirements are for 90 to 120 days. The Internet address to reach the ACC/LGT Home Page is [www.acclog.af.mil/lgt/lgtr/mandays.html](http://www.acclog.af.mil/lgt/lgtr/mandays.html).

POC: Mr. Kenneth Berg  
Chief, Resources Planning  
Unit:  
HQ ACC/LGTR  
Langley AFB VA  
DSN: 574-3419  
Comm: 757-764-3419

DSN FAX: 574-0508  
Comm FAX: 757-764-3419

##### **Air Expeditionary Force Battlelab**

On 1 Jul 97, six Air Force Battlelabs became operational: Unmanned Aerial Vehicle (UAV) Battlelab, Eglin AFB FL; Command and Control Battle Management Battlelab, Hurlburt Field FL; Force Protection Battlelab, Lackland AFB TX; Information Warfare Battlelab, Kelly AFB TX; Space Battlelab, Falcon AFB CO; and the AEF Battlelab at Mountain Home AFB ID. Their mission is to identify and measure the worth of innovative operational and logistics concepts. They are small and focused, and rely on field ingenuity and innovation to identify potential ways to advance the Air Force Core Competencies. The results of Battlelab initiatives will provide the Air Force with opportunities to reach investment decisions more quickly and execute organize, train, and equip programs more rapidly. Although there are six Air Force Battlelabs, only one has a career transporter assigned—the AEF Battlelab at Mountain Home AFB ID.

I'm SMSgt Steve Parsons, assigned to the AEF Battlelab as Transportation Advisor. I'm looking for ideas from you, the transportation community, to help the Air Force increase its combat capability and effectiveness, advance its Core Competencies, reduce our deployment response times, and

reduce our support infrastructure. Your innovative ideas are key to achieving these objectives and imperative if tomorrow's Air and Space Force is to be a viable force option for theater CINCs to call upon.

Anyone can submit an innovative idea or concept—military, government civilians, commercial industry, academia, or others. All ideas and concepts received are evaluated, and those that enhance the Air Force Core Competencies and are within the scope of the AEF Battlelab are developed into proposed initiatives. Proposed initiatives are forwarded to the Battlelab Planning Cell (BPC) for review and approval.

The BPC is composed of Battlelab Commanders and representatives from the Air Force Doctrine Center, Battlelab Integration Division (AF/XORPB), and Air Force Logistics Management Agency. The BPC is the integration and coordination point for all Battlelab initiatives and capitalizes on synergy among all Battlelab initiatives. Once the BPC approves a proposed initiative, the sponsoring Battlelab develops a demonstration mission statement and course of action. These are then presented to the respective command or agency for coordination and approval. In the case of the AEF Battlelab, HQ ACC/DR acts as the review and approval authority. Once reviewed and approved by HQ ACC/DR, the initiative is

demonstrated to prove its worth.

The worth of an initiative may be proven using a variety of methods--simulation and modeling, Advanced Concept Technology Demonstrations, field demonstrations such as Expeditionary Force Experiment (EFX)'98, or during an actual deployment. Battlelab initiatives are classified (i.e., categorized) as either a Mitchell Battlelab Initiative or Kenney Battlelab Initiative—also known as MBIs and KBIs.

MBIs are revolutionary in nature, complex to plan and execute, and cut across other Battlelab areas of responsibility. The MBI is named after Brigadier General “Billy” Mitchell who personifies the spirit of Battlelab thinking. A true visionary, Mitchell was a thinker as well as a “doer.” He radically challenged the Navy’s coastal defense mission and the way the US employed air power at the time. While he is best known for sinking the captured German battleship *Ostfriesland* during bombing tests in 1921, his inquisitive and pioneering spirit epitomizes the battlelab-style of thinking. He successfully demonstrated the use of air power for coastal defense—a very unpopular notion during his time. He did so by relying on field ingenuity, using items readily available, in only a 6 month period, and with little support from the Army.

KBIs on the other hand are innovative, and straightforward to plan and execute. They are

less costly and accomplished primarily within a single Battlelab. Gen George Kenney also exemplifies the spirit of battlelab thinking. He developed innovative ways of employing airpower by developing skip-bombing techniques to be used against enemy shipping in the Southwest Pacific during WW II, and added parachutes to fragmentation bombs to end the enemy’s trenching warfare. Gen Kenney also modified the B-25 to carry extra machine guns to increase forward air power and provide fighter cover for the skip bombers. Just as Generals Mitchell and Kenney quickly proved the worth of their concepts, the Battlelabs must also quickly prove an initiative’s worth. Regardless of whether the initiative is a MBI or KBI, a Battlelab has only 18 months to complete an initiative, however, many may be accomplished in less time.

Once an initiative is completed, an After Initiative Report (AIR) is prepared and briefed to the Battlelab Planning Cell (BPC). Once the AIR is reviewed at the BPC, the AIR is coordinated through ACC (in the case of the AEFB), and presented to the Air Force Board of Directors (BOD) and the Air Force Requirements Oversight Council (AFROC).

The BOD and AFROC will make recommendations to the CSAF and Secretary of the Air Force, and a decision made on how to deliver proven concepts to the warfighter.

Just as Generals Mitchell and Kenney depended upon the ingenuity of their personnel, the Air Force is looking to you for innovative ideas. Your ideas are particularly important because you’ve been there—you’ve seen and lived with the inefficiencies, broken processes, and outdated tools of the trade. Therefore, I’m anxious to hear your ideas on how to improve how we do business. You can contact me using any of the following options:

AEFB Web Page: then click on “AEF Battlelab.”

DSN: 728-3521/Comm: (208) 728-3521; Fax: ext 3525

US Mail: AEFB/LGT, 360 Gunfighter Ave, Suite 1, MHAFB ID 83648

Message Address: Air Expeditionary Force Battlelab Mountain Home AFB ID//LGT//

POC: SMSgt Steve Parsons  
Air Expeditionary Force Battlelab  
Mountain Home AFB ID  
DSN: 728-3521  
steve.parsons@mountainhome.af.mil

### **Mission Diversity**

The Combat Readiness Flight (LGTR) at Eglin AFB is no stranger to diversity. Mission, as well as customer demands, has served as a catalyst for contemporary methods of deployment training and operations for the 2T2s assigned to this flight. As with most things, the introduction of the Cargo Movement Operations

System (CMOS) to the flight had its growing pains. With the help of the Traffic Management Office (TMO) and the initiative of the flight, it is now up and running smoothly. CMOS affords us the opportunity to provide better In-Transit Visibility (ITV) for units moving cargo. While operating CMOS, we are able to generate up-to-the-minute cargo and passenger manifests, as well as make instantaneous corrections. Another distinctive advantage of CMOS is its integration with the Installation Deployment System (IDS) allowing different agencies (i.e., DCC, TMO, etc.) access to information without having to be in the CDF area.

Another arena in which we are able to provide the customer with information on changes and matters of interest dealing with mobility is our quarterly Deployment News Letter. This is a local publication put out by LGTR specifically for our customers. In this letter, we discuss issues that directly affect them and provide deployment exercise feedback. Our customers look forward to the newsletter, which also works well for us.

Because of our scope of responsibility, we have the opportunity to hone our skills in areas that have not been traditionally owned by 2T2s. With the introduction of CMOS and Hazardous Cargo instruction to our flight, we have the opportunity to test and develop new methods of completing our mission and

meeting customer demands. We consider our diversity an asset and enjoy what we do.

POC: SRA Bobby Gates, Jr.  
96 TRNS/LGTR  
Eglin AFB FL  
DSN: 872-3301  
gatesb@eglin.af.mil

### **Mobility Reference Books**

Deployments are a way of life. Here at the Liberty Wing we have supported more than 35 deployments this year. Most bases have an equipment reference book or an expert who knows just about what every piece is supposed to weigh. This works well as long as the expert shows up or everyone knows the names of all the items that are processed. As the NCOIC of Cargo Deployment Function (CDF), I always strive for a constant group of people but, as I am sure everyone has discovered, the reality is that there is a different group of augmentees for every deployment. This adds pressure to the core CDF members with the burden of providing on-the-spot numbers to augmentees throughout the deployment, or telling them what the item is called so they can look it up in the reference book. I think we have come up with an ingenious idea that will aid CDF augmentees as well as the Installation Deployment Officer's staff and possibly Theater Command's planning staffs too. Our idea is to simply add a picture of the item to the information we already have

about it, to include the length, width, height, center of balance, and its hazardous characteristics. It is incredible how the ability of augmentees improves when a picture is provided. We added comments such as "check both tanks" and "pull covers and check known concealed hazards" to help with the in-checking of equipment. We also added arrows pointing to tank openings, and secondary pictures to remove all doubt about what to check. As stated earlier, this reference book might be useful to others. We have received favorable responses and comments on this idea. For example, 3AF/LGS thought it would help their planners have a better idea of the appearance of the property they were tasking. Intratheater Commercial Transportation Branch liked the idea of pictures after we faxed them a couple pages to help explain why we needed the equipment we asked for. We figured the pictures did what words alone could never have done. My final example is from our own Logistics Plans people, who think it will improve the accuracy of forecasting equipment needs for aircraft.

Disclaimer: This reference book should never be substituted for actual weighing when required. The reference weight is used primarily to ensure deploying units have weighted their equipment for themselves. When significantly different weights are noted a

reweigh is performed and actual weights are recorded.

POC: MSgt Marvin Hagan  
Command Traffic Manager  
Ramstein AFB, Germany  
DSN: 480-6327  
marvin.hagan@ramstein.af.mil

### **Joint Airborne/Air Transportability Training (JA/ATT) Request Schedule**

HQ ACC/LGTRA is updating its web-page. In the past, the staff had to send out a monthly message reminding wing transportation squadrons to submit their Joint Airborne/Air Transportability Training (JA/ATT) requests. Now that information will be posted on the web for the entire year.

Our goal is to provide the squadrons the opportunity to plan a year in advance instead of on a monthly basis and decrease the time spent sending a monthly message. Be advised, conference dates change constantly and that will change the dates inputs are due to ACC/LGTRA, so continue to monitor the schedule. You can access this information through our web page at [www.acclog.af.mil/lgt/lgt.htm](http://www.acclog.af.mil/lgt/lgt.htm), then click LGTR, and finally JA/ATT Information.

POC: SMSgt David G.  
Eisenhuth  
Chief Airlift Operations  
Unit  
HQ ACC/LGTR  
Langley AFB VA 23665-2791  
DSN: 574-3213  
Comm: 757-764-3213

DSN FAX: 574-0508  
Comm FAX: 757-764-0508

### **TRAINING AND DEVELOPMENT**

#### **HQ USAF 2T2X1 Utilization and Training Workshop**

The Air Force Career Field Manager (AFCFM) recently held the second 2T2X1 Utilization & Training Workshop (U&TW) November 3-7, 1997. The workshop was again hosted by the 345TRS at the Logistics Training Center, Lackland AFB TX.

The workshop, held in conjunction with the 2T0X1, Traffic Management Specialist U&TW, was opened by BGen Saunders, AF/ILT Director of Transportation, via a video teleconference. General Saunders emphasized the importance of skills training, both at a formal school and by OJT methods. All the MAJCOM representatives had an opportunity to discuss both positive initiatives and concerns with regard to training within their respective commands. Once the VTC was completed, welcoming remarks were given by Mr. Bass, 345<sup>th</sup> Training Manager, LTC Webb, 345<sup>th</sup> Commander, and myself. All the attendees were strongly encouraged to visit classrooms, performance labs, and talk with the students, when they had the opportunity.

The U&TW included several briefings in a mass forum on key training issues. MSgt Williams (345TRS) briefed on the newly formed Logistics Cross

Functional Perspective. This new initiative will teach an initial skills student cross functions between each aspect of the supply and transportation specialties. Implementation will occur in Dec 97 and each student attending the 2S031, Supply Apprentice, 2T031, Traffic Management, and 2T231, Air Transportation Apprentice courses will be provided this training. The training will provide students with an understanding of how the functions interact and culminate in the successful movement of mission critical assets through the Logistics pipeline during both peace and wartime. Other briefings included: ASVAB scores for Air Transportation, CCAF creditability and current changes to CCAF, Distance Learning (DL) initiatives, 2T2 Enlisted Assignment Issues, Transportation Account Code education, AFI 36-2108 Specialty Description updates, and hazardous materials training procedures. Finally the 345TRS asked each MAJCOM to sponsor a classroom at the school house. The new Logistics training center instructional areas and hallways are currently bare. In order to enhance the learning environment and increase esprit de corp among the instructors and future Transporters, they need the MAJCOMs help. They hope for pictures of things that represent the real world of Air Transportation in all shapes and sizes. Plaques, mission

statements, coins, and floor mats, etc. would all be beneficial. This request is open to anyone interested in helping out and need only contact the 345TRS to volunteer their assistance.

Once the mass briefings were completed, the groups broke out into their respective workshops. The Occupational Measurement Squadron briefed the Occupational Survey Report and its affect on the 2T2X1 specialty. The 345TRS 2T2X1 CDC writers gave a briefing on the status of the CDCs. They included the deactivation of the 60555 CDCs and activation of the 2T251 CDCs effective 29 Jul 97. The 3 level CDCs, which are primarily being developed for the Air Force Reserve's are nearing completion. The rewrite of the 7 level CDCs began immediately following the U&TW. Each MAJCOM representative was then afforded an opportunity to provide comments and concerns to the forum. The remainder of the U&TW was spent reviewing the CFETP and STS. A significant accomplishment was reviewing several field units concern regarding the high number of Core Task Elements a person must complete before being upgraded. The U&TW was able to bring the number of Core Task Elements for 5-level upgrade down to 55 tasks which is a more manageable number of tasks. However the 7-level Core Task Elements remained unchanged at 44 tasks.

As a reminder, the entire 2T2X1 U&TW minutes and briefing slides can be found on our web-page. The address is [www.hq.af.mil/AFLG/LGT/ilt.html](http://www.hq.af.mil/AFLG/LGT/ilt.html). Finally I would like to express my sincere thanks by acknowledging the Transportation professionals of the 345TRS. This group of hard working men and women are not only true transportation experts but outstanding instructors and writers. Well done!

POC: CMS Leo J. Kaercher  
AF/ILTR  
AF Pentagon, Wash DC

### Senior and Intermediate Service Schools

Congratulations to the following officers who have been selected to attend school during Academic Year (AY) 98-99.

#### Senior Service School (SSS)

Lt Col Cheryl Heimerman  
Seymour Johnson AFB NC  
Air War College  
Lt Col Larry Stephens Aviano AB, Italy  
Air War College  
Lt Col Dean Smith Pentagon  
Air War College  
Lt Col Raymond Robidoux  
Yokota AB, Japan  
National War College  
Lt Col Chris O'Hara Charleston AFB SC  
Industrial College of the Armed Forces  
Lt Col Walt Munyer  
Ft Belvoir VA  
Air War College

#### Intermediate Service School

Maj Roger Brooks  
Altus AFB OK  
Air Command and Staff College  
Maj (s) Christopher Pike  
McGuire AFB NJ  
Air Command and Staff College  
Maj (s) Joni Lee  
Cannon AFB NM  
Air Command and Staff College  
Maj Monte Murphy  
Pentagon  
Air Command and Staff College  
Maj Jeb Bishop  
Randolph AFB TX  
Army Intermediate Service School  
Maj James Meersman  
Charleston AFB SC  
Marine Intermediate Service School  
Maj Steven Pearson  
Eielson AFB AK  
Air Command and Staff College  
Maj Emily Whittaker  
Andrews AFB MD  
Air Command and Staff College

POC: LTC Hunt  
AF/ILTV  
AF Pentagon, Wash DC  
DSN:227-2436  
[hunt@af.pentagon.mil](mailto:hunt@af.pentagon.mil)

#### 2T0 Utilization and Training Workshop

I recently had the pleasure of facilitating my second Utilization and Training Workshop at Lackland AFB during the week of 3-7 November. MAJCOM Functional Managers and Subject Matter Experts (SMEs) from several bases descended upon Lackland for a thorough



review of our Career Field Education and Training Plan (CFETP) and in-residence training requirements. Our tasks were to ensure our training plan correctly identified those skills needed to perform in the Traffic Management Specialty and to define a clear career path that everyone can use as a gauge for managing career progression.

This workshop was the culmination of several months of intensive work that was accomplished behind the scenes by MAJCOM Functional Technical School Instructors, and Course Development Professionals. Specifically, your MAJCOMs came armed with inputs they had received from you (their bases) while our Transportation School House Instructors and Career Developers provided the expertise to effect changes to lesson and training plans. My role was easy in comparison. I was responsible for keeping us on track and organize work groups to fulfil many of the side tasks associated with this conference.

I'm happy to report that many accomplishments were made and several initiatives are underway that should significantly improve training. So many in fact that I would have used about all the space in the Transformer in attempting to report on these initiatives. However, to ensure you receive the information, we have published the U&TW minutes on our Transportation Home

Page, <http://www.il.hq.af.mil/ilt/ilt.shtml>; once you arrive at the home page go to the Transportation Enlisted Issues hot key for access. Please take the time to review this information in its entirety since it impacts each and every one of us in TMO.

One of the highlights was a reduction of core task requirements needed for upgrade to the 5 and 7 skill levels. Your MAJCOMs came armed with this as a critical improvement area with the expressed desire of reducing these "must train" tasks to a more manageable level. We certainly hit the mark in that regard reducing 5-lvl core tasks from 87 to 55 and 7-lvl core tasks from 43-22. Most of these reductions were realized by strictly focusing on critical wartime skills as our core tasks, and therefore allowing bases to make training decisions on the other tasks as dictated by their mission.

Another achievement was working with AETC on the Mission Readiness Training (MRT) Program and obtaining \$140,000 to meet the funding requirements needed to upgrade our CMOS computers. The funds have been made available and the School House is in the process of requisitioning new PCs. Within the next month or two we should have a fully operational MRT program. As a byproduct, you should receive Technical School Graduates who are more comprehensively

trained to handle CMOS and woodworking tasks.

Again, I'd like to encourage everyone to review the CFETP minutes on the Transportation Home Page. The new CFETP, dated 1 Dec 97, is currently at the printers and should be available through PDO channels soon. A message will announce it's availability to all. Also, please take the time to read the CFETP when you receive it. This product contains much more than just the tasks required for an individual to be upgraded. It provides definitions of transportation and training terminology, lists Air Force in-residence courses, and provides information that can improve your overall knowledge of our career field.

Finally, I'd like to recognize all of the Transportation professionals at the School House for their hard work. You wouldn't believe the hours these professionals put in each and every day. Our U&TW wouldn't have been successful without your support—Thank You!

POC: CMSgt Herb Schlecht  
Traffic Management Career  
Field Manager  
HQ USAF/ILTT  
AF Pentagon, Wash DC  
DSN: 224-7669

#### **VEHICLE MAINTENANCE**

##### **Vehicle Maintenance AFSC Restructure**

Our 2T4XX General Purpose/Allied Trades AFSC was eliminated effective 31

October 1997, merging with the 2T3XX AFSC to bring all Vehicle Maintenance Functions under one Career Progression Group.

After the restructure, we'll have only one Career Progression Group to manage rather than two. Currently we have three 7-level Air Force Specialties to manage: Special Purpose Maintenance, General Purpose Maintenance, and Maintenance Control and Analysis. This will give us more versatility and flexibility in filling PCS assignments, rotational taskings, and contingency taskings by creating a much larger pool of eligible personnel.

AFSC's 2T470, General Purpose and Body Shop, and 2T370, Special Purpose, will become 2T370. To facilitate the merger, Career Development Courses and Career Field Education and Training Plans are now available. If they're currently enrolled in the existing 2T470 or 2T370 Career Development Course, they'll be allowed to complete their training in the existing course rather than having to reenroll in the new expanded version.

The phase-in period for the 7-skill level merger will last 24 months. Special Experience Identifiers (SEIs) will be added to the current 2T370 AFSC pool of personnel to ensure certain positions have the required skills to adequately perform the mission during the phase-in period. After 24 months, all SEIs will be removed, allowing any 2T370,

General or Special Purpose background, to fill any 2T370 position. There are 53 positions worldwide that will require SEIs, of which 20 are overseas (six short tours and 14 long tours). Based on the short implementation period, no problem is anticipated in maintaining stability stateside. Air Force Personnel Center's attention will be primarily focused on ensuring overseas short and long tour locations receive the appropriately qualified 7-levels to meet mission requirements. The AFSC number realignment will take effect for the overseas EQUAL sent out on 4 November 1997. It's important that affected personnel apply under the new AFSC designation.

In addition, all staff and technical sergeants who fall under the new 2T370 AFSC designation will test 'PFE Only' during the WAPS test cycle beginning in January 1998. This is reflected in the current addition of the WAPS catalog, and it's important that eligible personnel are aware of the change in study requirements. Maintenance Control and Analysis will not merge with the mechanics specialties at the 7-skill level, but has been redesignated as 2T3X7 to retain only one career progression group.

All AFSCs remain separate and distinct for 1, 3, & 5-skill levels, AB through SSgt, as they are now. The only difference is their numerical designation. All

our mechanics will merge at the 7-skill level, TSgts and MSgts, as 2T370s. All vehicle maintenance AFSCs merge at the 9-skill level as 2T390s as before, and the 2T300 Chief Enlisted Management Code remains the same as well.

POC: SMSgt Russ Meador  
HQ ACC/LGTVM  
Langley AFB VA 236652791  
DSN: 574-2083/3684  
Russ.Meador@langley.af.mil

### **DLA/DSCR Tactical & Combat Vehicular Battery Consignment Program**

**The following article is reprinted from the HTIS Bulletin, Vol. 7, No. 3, May - Jun 1997.**

Defense Supply Center Richmond (DSCR) is actively promoting the Vehicular Battery Consignment Program (VBCP) which provides wet and charged type 6TL, 2HN and 4HN Mil-Spec batteries to your activity for use in tactical and combat vehicles. If your Vehicle Maintenance Flight utilizes COPARS, ensure no contractual agreement for battery purchases would be violated before participating in the DLA/DSCR Consignment Program.

The VBCP is a consignment-type system through the contractor, Exide Corporation. The batteries are stocked directly at your facility, making them immediately available using normal MILSTRIP requisitioning procedures. The contractor will remove for disposal the unserviceable

batteries on a one-for-one basis. You, the customer, must designate a Government Battery Site Manager (GBSM) to maintain accountability of the batteries. The contractor will make arrangements to meet with the GBSM at least two weeks before the initial delivery of batteries to determine how many, what kind, when, and where the batteries are to be delivered.

Currently, there are over 190 active sites on the program including the Army, Marines, Army National Guard, and the Army Reserve. These customers enjoy the convenience of:

- Reduced handling of hazardous material
- Reduced disposal concerns
- 180 day manufacturer's warranty
- Reduced shelf life management problems
- More time to do other tasks and develop other skills

The program is available throughout CONUS, Hawaii and Alaska. For those not on the program, DSCR stands ready to review your application. Once your application is received and approved, an initial stock of batteries can arrive at your site within 30 days after the contracting officer issues a delivery order to the contractor.

This program has received rave reviews from our customers. To receive more information on the program or to sign up today, contact Gwen Woods at DSCR in the Marketing Office at DSN

695-6079 or COMM 1-800-345-6333.

POC: SMSgt Russell Meador  
Command Vehicle Maintenance Manager

HQ ACC/LGTM

Langley AFB VA 23665-2791

DSN: 574-3684

Com'l: 757-764-3698

DSN Fax: 574-0508

Com'l Fax: 757-764-0508

### **A "Closed Loop" Re-refined Oil Program Is Coming!**

Defense Supply Center Richmond (DSCR) is taking another step toward accomplishing its mission of giving the customer "what it wants, when it wants it, and at the best value." This progressive new program called Closed-Loop involves re-refined oil with an added value -- when the customer orders re-refined oil from DSCR, they will have pick-up of their used oil included as part of the service provided by our contractor. This is a great benefit to the customers who now have to deal with cumbersome disposal contracts, contract administration, delinquent contractors, environmental concerns surrounding disposals, and additional costs for disposal of used oil. In many instances, customers are paying for disposal of their used oil. A Closed-Loop program will help the customers as it will stop them from having to pay twice -

- once for buying re-refined oil
- and again for disposing of it.

The DSCR "Closed-Loop" program will do away with the need for separate contracts for disposing of used oil and with the hassle of administering such contracts, take environmental burdens off the customer, and save the customer money.

Although still in the beginning stages, DSCR intends to offer 10W30 in accordance with a Commercial Item Description, 15W40 in accordance with a Commercial Item Description, and 15W40 in accordance with Military Specification Mil-L-2104. Another added advantage to this program will be the introduction of bulk deliveries in addition to the already established packaged offerings. This will give the customer more options in support of their missions.

Also, it is important to note that this program will specify that the used oil will go to a re-refiner for re-refining, vice to a burner. Although some bases currently "sell" their used oil to burners or simply burn in their own facilities, DSCR believes that this is not considered recycling. Executive Order 12873 specifies that "the Nation's interest is served when the Federal Government can make more efficient use of natural resources by maximizing recycling and preventing waste wherever possible." Burning used oil is not maximizing recycling and preventing waste because once oil is burned, it can no longer be used again. On the other hand, re-refining oil presents an indefinite recycling

loop and therefore maximizes recycling of this precious product. It does this in two ways. First, the base stock oil is refined back to its original status and can be used again and again. Secondly, the "bottoms" removed during this refining process can be used in asphalt blends. Every effort is made to maximize recycling during the re-refining process.

The United States Postal Service and the National Park Service already participate in a closed-loop program with private industry and the USPS won the prestigious White House Closing the Circle Award for its use last year. We are confident this program will present all Federal activities with an opportunity to satisfy many motor oil related concerns.

To get on the mailing list for re-refined oil and the Closed-Loop Program, please email or call Mrs. Robin Champ at DSCR: rchamp@dscr.dla.mil or (804) 279-4908/DSN 695-4908.

POC: SMSgt Russell Meador  
Command Vehicle Maintenance Manager  
HQ ACC/LGTM  
Langley AFB VA 23665-2791  
DSN: 574-3684  
Com'l: 757-764-3684  
DSN FAX: 574-0508  
Comm FAX: 757-764-0508

**U.S. Environmental  
Protection Agency Region IX  
1997 Pollution Prevention  
Award Winner**

The 15<sup>th</sup> Transportation Squadron, Vehicle Maintenance Flight, services over 700 automobiles, trucks, and other vehicles on the island of Oahu. EPA is honoring this organization for its notable accomplishment of eliminating all hazardous waste streams in the Transportation Squadron and reducing all other waste streams as well.

Anyone who works in the motor vehicle maintenance business knows how difficult it is to totally eliminate hazardous waste generation, because of the many hazardous cleaners, paints, and other fluids that are typically used in the shop. The Vehicle Maintenance Flight has documented fifteen steps it took to achieve its objective. Among the highlights are:

Chemical substitution of toxic lacquer thinner (MEK) with less hazardous and fully recyclable cellulose nitrate. Substitutes were also found for brake cleaners and paints that were either non-hazardous or recyclable.

Process changes including converting to high volume, low pressure paint spray guns for greater painting efficiency. A new six-part cleaning machine cleans engines using aqueous biodegradable cleaners. Solar battery chargers have extended battery life in vehicles by 43%.

Improvements to operation and maintenance are vital as well. Rather than changing crankcase oil by the book at specified intervals, the Flight tests engine oil to determine its

condition. If lubricity, contaminants, and viscosity are within acceptable limits, the oil change is deferred. The program has thus extended oil change intervals up to 18 months without any effect on parts failure.

For those hazardous materials for which substitution is impractical, recycling has been vigorously promoted—oil, anti freeze, solvents, paint residues, even oil filters are recycled.

Think it must cost a lot to eliminate hazardous waste? When you look at the full costs, it pays for itself in no time. Transportation Squadron, Vehicle Maintenance Flight used to spend \$57,000 a year in hazardous waste disposal costs alone. With the pay back period for most of their pollution prevention measures calculated in months rather than years, the Flight has an annual savings from this program of over \$80,000 in taxpayer money, while making drastic reductions in the release of pollutants into the environment and the workplace—use of the 17 chemicals in EPA's voluntary reduction program has been cut by 75%

POC: MSgt Linda Bonney  
HQ PACAF/LGTV  
Hickam AFB HI  
DSN: 449-6303  
bonneyl@hqpacaf.af.mil

**36<sup>th</sup> TRANS Fights Corrosion**  
The 36<sup>th</sup> Transportation Squadron's vehicle maintenance corrosion control facility, the

largest of it's type in the Air Force, is saving Andersen AFB vehicles from the ravages of rust, and saving thousands of dollars a year in the process.

Guam's combination of warm weather, abundant rainfall, and salt have earned Andersen a very severe rating, one of only four bases with the same rating in the Air Force.

The fight against corrosion has been an ongoing battle for the Vehicle Maintenance Allied Trades Element and Transportation's fleet of about 850 vehicles, and until recently, rust seemed to have the upper hand. "Our \$800,000 corrosion control facility has really given us the edge," said Harry Agualo, allied trades supervisor.

Until the facility's opening in February 1996, vehicles had to wait in line for painting - the squadron only had one paint booth. This created a bottleneck for vehicles scheduled for badly needed corrosion protection, further exposing them to the elements. The move into the new corrosion control facility provides access to three spray booths, a recycling media blast booth, and two vehicle prep stations. One paint booth and the media blast booth are large enough to accommodate a 44 passenger bus.

The new facility has allowed Andersen vehicle maintenance to significantly reduce the backlog of vehicles awaiting corrosion control and painting. "We've consistently averaged about 7 to 10 vehicles per

month ranging from aircraft cargo loaders to forklifts to 44 passenger buses. The figures have been steadily climbing and in Jan 97 we reached an all time record of 17 vehicles. We do it all with zero hazardous waste accumulation" Agualo said.

Allied Trades has taken considerable steps to protect the environment from the insidious side effects of their occupation. New products were researched and successfully procured which are void of harmful lead constituents. This eliminated the damaging residue found on the used paint filters and masking paper.

To eliminate the liquid mixed paint and paint thinner waste, any surplus paint is sprayed inside engine compartments, fenders, wheel house openings and the vehicle frame. Once the spray gun is empty it is then ready to be cleaned.

In addition to painting vehicles and rust repair, the element also applies corrosion prevention measures. All new Air Force commercial vehicles are shipped to Andersen with only factory rust-proofing applied. "Before a vehicle is assigned to a unit we perform type D, or tropical corrosion control. The chassis is completely rust proofed, to include boxed-in internal structures," Agualo said.

"Vehicle users can also take an active role in extending the service life of their vehicle," Agualo said. In addition to the routine washing and waxing the operators perform, it is recommended they pay

particular attention to the areas that aren't visible, like undercarriage, fender wells and areas which tend to collect salt deposits.

Although corrosion control is their major focus, Allied Trades continues to handle accident repairs, vehicle glass repair, automotive sheet metal fabrication, exhaust system work, and vehicle soft trim and upholstery. The 17 military and 10 civilian members help Andersen get the most out of the base's vehicle fleet.

Since Andersen falls into the severe corrosion category, many individuals from squadron to Headquarters Pacific Air Forces level were truly concerned about our highly aggressive operation and wanted to make sure we had the wherewithal to do our job said John Aracich, vehicle maintenance flight chief. "What began as a dream took over 5 years to come to fruition. Once we ordered the equipment, and identified the facility, the process began to take shape. It only makes sense to have the right equipment to do our job," Aracich said.

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POC: MSgt Linda Bonney  
HQ PACAF/LGTV  
Hickam AFB HI  
DSN: 449-6303  
bonneyl@hqpacaf.af.mil

#### **Pollution Prevention Award**

The 15th Transportation Squadron's Vehicle Maintenance Flight is on the cutting edge of environmental pollution prevention and

hazardous waste reduction. Recognized as a leader across the base, community, and throughout the western Pacific bases, their initiatives and accomplishments in pollution prevention have significantly improved the quality of Hawaii's air, land, and water. Generation of "zero hazardous waste" is a major accomplishment. In 1996, they were recipient of the "Investing in the Environment" award sponsored by the Hawaii Department of Health, BHP Hawaii, GE Capital Hawaii, and Hawaiian Electric Industries. As part of this award, they were also featured in the April 1996 edition of the ISLAND BUSINESS magazine. During the October 1996 External Environmental Compliance Assessment and Management Program Inspection, they received "zero" negative and two positive findings for their outstanding Hazardous Waste Minimization, and Pollution Prevention Programs. In August 1997, they were the recipient of the prestigious 1997 U.S. Environmental Protection Agency, Region IX Pollution Prevention Award for their efforts in hazardous waste recycling.

The men and women of the Vehicle Maintenance Flight realized eliminating potentially hazardous materials and wastes and providing a safe work environment makes good business sense that protects people and the environment from unnecessary risks. Using a

team approach, a plan of action and strategy to minimize and eliminate hazardous waste was developed.

Non-toxic hazardous substitutes were identified to replace hazardous products that ultimately reduced our consumption of the EPA's most hazardous chemicals by 75 percent. Operating procedures were reviewed, and cost analysis on recycling was accomplished that transformed environmental challenges into cost savings. Savings of over \$88,000 were realized last year by eliminating costly hazardous waste disposal and new inventory costs. The following recycling and environmental initiatives were implemented.

- Anti-freeze recycling saved \$23,690
- Solvent thinner recycling saved \$23,107
- Conversion to biodegradable parts cleaning washer saved \$7,800
- Conversion to high-volume low pressure paint gun system saved \$14,470
- Conversion to styrobaffle paint booth filters saved \$2,880
- Automatic paint gun cleaner saved \$1,020 and eliminated VOC emission
- Engine oil analysis saved \$7,021
- Paint mixing machine: saved \$7,800
- Oil filter recycling saved \$275 by recycling light and medium steel as scrap
- Use of vinyl adhesive lettering eliminated spray paint cans and VOC emission

- Vacuum recovery system eliminated hazardous waste disposal of absorbents.

POC: MSgt Linda Bonney  
HQ PACAF/LGTV  
Hickam AFB HI  
DSN: 449-6303  
bonneyl@hqpacaf.af.mil

#### Other Item of Interest

#### Mentoring-An Investment In Our Future

It is obviously apparent to all of us in the military that our most valuable resource is our people. Much time, energy, and resources are spent in recruiting and training programs. The key in investing in our future leaders is a strong mentoring program. What is a mentor? Simply put, a mentor is a wise counselor (Webster definition). Maybe you don't feel you are a wise counselor. Mentoring is a crucial element in human resource development and grooming our Air Force leaders of the 21<sup>st</sup> Century.

Here are some observations and mentoring I would like to share. First and foremost, each supervisor must provide honest, factual feedback on a continual basis. Do you have the courage to look a subordinate in the eye and tell them what their weaknesses are? Discuss career paths and promotion opportunities. Use the career field education training plan as a road map for professional development. Encourage educational opportunities.

Second, be a champion for our core values – INTEGRITY,

SERVICE, and EXCELLENCE. During my time in the military, I have witnessed numerous changes. Yet, in this ever-changing environment, one aspect never changes -- our core values and what we stand for.

The next step is to challenge supervisors to make the tough calls, in other words, supervise and lead. Too often, individuals are hesitant and "PASS THE BUCK" to the next level of supervision. If we are to foster our leaders of the future, we must instill the necessary traits to make the tough decisions.

Another important aspect of a mentor is to lead by example. Not only must you talk the talk but also walk the walk. Members look to superiors for leadership and a role model. To be effective, know and live by the rules and regulations. Here is an example. What action do you take when reveille or retreat is played? Do you stand proud or run for cover? What impression does this leave on young airmen when they see this action?

What else can you do as a mentor? Take time to listen to individuals when they come to you for advice on either a personal or professional issue. Show concern for the individual. Don't turn them away as though you are not interested in their careers or their personal life. Give individuals solid advice based on your experiences and your own mentoring process.

As a final note, my mentor as a new 2d Lt was Major (now

retired) Bruce Coghill. His mentoring left a lasting impression through my military career. The most rewarding and affect of mentoring was his e-mail when he learned I was commander of the 375<sup>th</sup> Transportation Squadron. He wrote and I quote -- "My job is now done -- you are a commander." What powerful words in summing up what mentoring is all about. Mentoring is a tried and proven method of developing leaders -- give it a try.

POC: Major David L. Holt  
Commander  
375<sup>th</sup> Transportation Squadron

#### **MANAGEMENT AND EQUIPMENT EVALUATION PROGRAM (MEEP):** The following MEEP items were evaluated during the last quarter:

- ET95-37, Microbe Liquid Spill Absorbent
- ET96-17, Anti-Corrosion Coating Fluid
- ET96-29, Portable Steam Cleaner
- ET96-58A, Reusable Oil Recovery System
- ET96-58B, Reusable Oil Recovery System
- OT95-68, Aluminum Repair Material
- T94-19A, Electric Scale and Pallet Mover
- T95-51, Automatic Tire Inflation
- T95-62, Vehicle Brake Bleeder System
- T95-69, Full Control Air Blow Gun

- T95-70, Vehicle Static Bleeder Device
- T96-12, Tracked Air Hose Assy
- T96-14, Digital Tire Pressure Gauge
- T96-18, Gas/Brake Pedal Compression Tool
- T96-24, Shop Hand and Cleaning Towels
- T96-46, Pneumatic Tool Light
- T96-56, Disposable Paint Mixing Cups

For more information about a project contact MEEP Management or one of the MEEP activities listed below, or review the Consolidated Air Force Status Report on the ILT home page @ <http://www.il.hq.af.mil/ilt/meep1.html>. Requests from Air Force units to have a product tested must be sent through the applicable MAJCOM counterpart directorate, HQ USAF/ILTV, HQ AFCEA/CEOM, or HQ AFCEE/EP. Other government agencies should send it directly to MEEPMO.

#### **Program Acting Executive Agent**

HQ USAF/ILTV  
1030 Air Force Pentagon  
Washington DC 20330-1030  
DSN: 227-3374  
[wiley\\_r@sternt@af.pentagon.mil](mailto:wiley_r@sternt@af.pentagon.mil)

OL-ZC AFMC-LSO/LOTM  
**Air Force MEEP Management Office (MEEPMO)**

201 Biscayne Avenue, Ste 2  
Eglin AFB FL 32542-5303  
DSN: 872-4217, Ext  
226/230/235; FAX:  
872-3537/8557  
[detweile](#) or [hendrixj](#) or [walkerm](#)  
[@eglin.af.mil](#)

**HQ AETC Field MEEP  
Activity**

HQ AETC/LGTV-MEEP  
555 E Street East, Ste 5  
Randolph AFB TX 78150-4440  
DSN: 487-6875/3491  
FAX: 487-3463  
[walkerd@lg.aetc.af.mil](#)

**HQ ACC Field MEEP  
Activity**  
1 TRNS/LGTP-MEEP  
52 Willow Street, Ste 236  
Langley AFB VA 23665-2081  
DSN: 574-4408/4410  
FAX: 574-4415  
[hollyfib](#) or [asburya@hqaccmeep](#)  
[langley.af.mil](#)

**HQ PACAF Field MEEP  
Activity**

611 ASG/LGT  
5800 G Street, Ste 203  
Elmendorf AFB AK  
99506-5001  
DSN: 317-552-5472  
FAX: 317-552-2051  
[klaymanw@hqpacaf.af.mil](#)

**AF Civil Engineering Support  
Agency**  
HQ AFCEA/CEOM  
139 Barnes Drive, Ste 1  
Tyndall AFB FL 32403-5319  
DSN: 523-6397  
FAX: 523-6499  
[jacksona](#) or [hokek@ceo.afcesa](#)  
[af.mil](#)

**AF Center For Environmental  
Excellence**

AFCEE/EP (Pollution  
Prevention)  
8106 Chennault Road  
Brooks AFB TX 78235 -5318  
DSN: 240-3381/4217  
FAX: 240-3498  
[lmaxwell](#) or [ncarper@afceeb1](#)  
[brooks.af.mil](#)





**PUBLISHER**

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

**THE TRANSFORMER  
PROGRAM MANAGER**
**JPPSO-SAT/XO:****Mr. Al August****DSN PHONE:** 954-4227**Toll Free:** 800-599-7709, ext 4227**DSN FAX:** 954-4293**Commercial FAX:** (210) 321-4293

aaugust@jppsosat.randolph.af.mil

transformer@jppsosat.randolph.af.mil

mil **OR** MSgt Julie Reed

jreed@jppsosat.randolph.af.mil

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Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate has to be an action that has had some results, positive or negative.

Articles may be submitted by...

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All articles **must** be submitted through your MAJCOM POC, listed on this page.

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**MAJCOM POCs**

ACC/LGT: Mr. Ken Berg

HQ ACC/LGTR

DSN PHONE: 574-3257/3419

DSN FAX: 574-4414

bergk@hqacclg.langlely.af.mil

AETC/LGT: SMSgt Ed Minter

HQ AETC/LGTR

DSN PHONE: 487-3606

DSN FAX: 487-6827

mintere@lg.aetc.af.mil

AFMC/LGT: Capt Max Massey

HQ AFMC/LGTR

DSN PHONE: 787-6703

DSN FAX: 787-3371

masseymr@wpgate1.wpafb.af.mil

AMC/LGT: MSgt Thomas E. Dillon

HQ AMC/LGTR

DSN PHONE: 576-3147

DSN FAX: 576-1878

dillont@hqamclg.safb.af.mil

AMC/DO: MSgt Paul Hanson

HQ AMC/DOZ

DSN PHONE: 576-2951

DSN FAX: 576-6468

hansonpl@hqamc.safb.af.mil

AFSOC/LGT: MSgt Sean Pettit

HQ AFSOC/LGTR

DSN PHONE: 579-2522

DSN FAX: 579-5063

pettits@hqafsoc.hurlburt.af.mil

AFSPC/LGT: SMSgt Rick Davis

HQ AFSPC/LGTV

DSN PHONE: 692-3173

DSN FAX: 692-9952

ridavis@spacecom.af.mil

PACAF/LGT: MSgt Linda Bonney

HQ PACAF/LGTV

DSN PHONE: 449-6303

DSN FAX: 449-5709

bonneyl@hqpacaf.af.mil

USAFE/LGT: MSgt Marvin Hagan

HQ USAFE/LGTT

DSN PHONE: 480-6321/6327/7368

DSN FAX: 480-6320

marvin.hagan@ramstein.af.mil or

AFRES/DO: MSgt Matthew Reynolds

HQ AFRES/DONR

DSN PHONE: 497-1715

DSN FAX: 497-0733

mreynolds@wrb.afres.af.mil

AFRES/LGT: Mr. Mark Foxworthy

HQ AFRES/LGTT

DSN PHONE: 497-1697

DSN FAX: 497-0733

mark.foxworthy@afres.af.mil

ANG/LGT: Lt Col Colunga

ANGRC/LGTR

DSN PHONE: 278-8509

DSN FAX: 278-8481

rmoore\_lgt@angrc.af.mil